WICHITA SECTIONAL

SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

EFFECTIVE 0901Z **19 MAR 2026**
TO 0901Z **14 MAY 2026**

Consult NOTAMs for latest information.
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Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

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26078

LEGEND

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

- Class See chart symbology
- Tower Base
- Hard surface runway 1500 ft. to 8069 ft. in length
- Hard surface runway greater than 8069 ft. or Hard surface runway 1500 ft. to 8069 ft. with operational lighting after 2359
- Hard surface runway(s) depicted are oriented to the nearest 10 degrees of magnetic azimuth. Runway configuration indicates approximate wind coverage and favored runway(s).
- All runways and runway numbers, including those closed, are shown for visual identification; airports may be usable in any direction.

ADDITIONAL AIRPORT INFORMATION

- Private "(Pvt)" - Non-public use having landmark value
- Military - Other than hard surface runway or military airports with hard surface runways less than 3000 ft., sod, dirt or gravel
- Abandoned - paved runway(s) abandoned or closed
- Unlighted - lighting system abandoned

Field elevation is indicated by use of dots nearest basic airport symbol. Consult Chart Supplement for details. Unverified or airports with hard surfaced runways greater than 8069 ft.

Rotating airport beacon in operation Sunset to Sunrise

OBLIQUE/TOWER - Point of the feature(s) offset airport's use.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace depicted on VFR charts. See AIM for details.

- Class B Airspace
- Class C Airspace (Mode C Veil)
- Class D Airspace
- Class E Airspace (Class E surface begins at 700' or 1200' AGL unless otherwise indicated)
- Class E Airspace with floor of 1200' AGL or higher
- Class E Airspace with floor of 14,500' MSL or higher (excluding Class E Airspace)
- Class E Airspace with floor of 1200' AGL or higher and surrounding Class B Airspace
- Class E Airspace with floor of 1200' AGL or higher and surrounding Class C Airspace
- Differentiates floors of Class E Airspace graded 3400 MSL/1200 AGL, 4000 MSL/1200 AGL
- Class E Airspace at 1200 AGL unless otherwise indicated
- Class E Airspace at 700' AGL and World 2 Routes are indicated by curved lines. Class E Airspace at 700' AGL also surrounds certain instrument procedures.
- Prohibited, Restricted, Warning, MOA
- Alert Area and Military Operations Area (MOA) with ceiling and floor altitudes and IFR activities, or Class E airport surface area
- Special Airport Traffic Area (SATA) or Special Traffic Area (STA) with effective hours
- Parachute Jump Area
- Glider Area
- Hang Glider Area
- Ultralight Activity
- Unmanned Aircraft Activity
- Mode C Veil
- Area Navigation Corridor

TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Aerial Cable
- Tower
- Elevation Base of Tower

Obstacles depicted on Public Use charts are those 200 feet and greater above the ground. Lighted obstacles less than 200 feet above the ground may not be depicted in areas where there are numerous obstacles. Obstacles are not depicted on Planning charts unless they are 1000 feet above the ground or higher.

Pilots are encouraged to use the Denver/Boulder Terminal Chart Supplement for Navaid Frequencies.

AIRPORT DATA

Blue indicates Full ATC, Limited ATC, Part-time ATC, Radio & Advisory, CTAF, UNICOM, or Emergency with CT - 118.3 ⊕ 410.125 ⊕ 2468 (L-16 / 122.8R) ⊕ 1255 (L-16 / 122.8R) ⊕ 6969 (L-16 / 122.8R) ⊕ ASOS 135.8 (Full Supplement)

Magenta indicates No ATC, NO EFR - Fixed wing special IFR flight not authorized

CT - 118.3 - Control Tower (CTL) - primary frequency

Ⓐ - Automated Surface Observing System (ASOS) or Automated Weather Observing System (AWOS) - reports wind, altimeter setting, and other weather information via radio broadcast. Consult Chart Supplement for hours of operation.

Ⓒ - Control Tower Operator (CTO) - provides weather information

Ⓣ - Terminal Air Traffic Advisory Frequency (TAFR)

AWOS 135.8 - Automatic Terminal Information Service

ATIS 135.2 - Automatic Flight Information Service (AFIS)

CTAF - Common Traffic Advisory Frequency (CTAF) - Mandatory frequency where full-time ATIS not available

UNICOM - Nonmanual advisory station

MULTICOM - Mandatory frequency where full-time ATIS not available and frequency is other than primary CT frequency.

ASOS — Elevation is known

Ⓢ - Segmented Circle Marker Symbol to Illumine

L - Lighting limitations exist, refer to Supplement.

72 - Length of longest runway in hundreds of feet.

Blue indicates lighting for sequenced flashers or beacon is operational Sunset to Sunrise. Consult Chart Supplement for hours of operation. Yellow indicates lighting is not full-night lighting.

COMMUNICATION BOXES

- 120.1 — Ground Control Frequency
- GND/CD — Ground Control/Clearance Delivery
- 121.9 — Tower Frequency
- TOWER — Tower
- 118.6 (L) TAC — Tactical Air Navigation
- Crosshatch indicates Limited Operations
- Operates less than continuous or On Request.
- Weather Camera
- ATIS 128.45 — Automatic Terminal Information Service (ATIS) frequency
- FSS radio provides voice communication
- 122.2 — FSS Frequency
- 122.6 (LIMITED TO 4000') — Limited to 4000' and below
- Those FSS frequencies above the line box are remoted to 'MARSHALL' site. Other FSS frequencies providing communications to this facility are remoted and operated by Wichita AFSS/FSS.
- Those FSS frequencies shown in blue are not shown above boxes. All other frequencies are simplex.
- R - Receive only

RADIO AIDS TO NAVIGATION

- VOR/VOR-DME
- VORTAC
- TACAN, VHF/DF, VOR-TAC, FSS DUAT, ASOS, etc.
- NDB - Compass Locator
- NDB - ONE

OBSTRUCTIONS

- 1000 ft and higher AGL
- Above 2014 ft. (above 1000 ft AGL) Above 1000 ft AGL Above 1000 ft AGL Lighted
- Obstruction with less than 100 ft. vertical clearance
- Elevation of the highest obstacle in the group. When shown group may not be reported (satellite pad)
- Wind Turbine Farm
- Tall tip-to-tip wires may exist between towers.

MISCELLANEOUS

- Airshow/Sport Aviation Event (Refer to AIM para. 5-6-4 for details)
- Marine Light
- Aeronautical Light Beacon
- Rotating Light
- VFR Waypoints
- Scenic Route
- Historic Site
- Scenic Launch Activity Area
- Scenic Overlook
- Visitor Center

TOPOGRAPHIC INFORMATION

Roads are generally not depicted in Populated Areas symbol does not indicate a recommended flight path. Absence of a symbol in a populated area does not indicate a recommended clearance altitude. Hazardous flight conditions may exist over and around mountainous areas.

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional chart. To plot a course line from one side to the other, the user must first locate two pair of corresponding latitude tick marks, one pair on each side of the chart and follow the steps below:

STEP 1 - Draw a horizontal line (MATCH LINE) between each pair of corresponding latitude tick marks. Label the MATCH LINE on the left or right of where your line crosses. (Figure 1)

STEP 2 - Decide which side of the chart has the departure or destination point closer to the edge of the chart. On this side, tape a blank piece of paper (overlap extending beyond edge) parallel and completely on the chart, not extending beyond its edge). (Figure 2)

STEP 3 - Using the straight edge of the paper, draw a line edge of the paper where it meets the MATCH LINE and label it MATCH LINE. (Figure 3)

STEP 4 - Without moving the paper, on the same side of the chart, draw a line from your point of departure (POINT A), make a mark (MARK A) on the edge of the paper where it meets the MATCH LINE and label it with the proper MATCH LINE #. (Figure 4)

STEP 5 - Place the straight edge of the paper with MARK A on it and align the line or bottom edge of the paper with the MATCH LINE and side edge with LINE B with MARK A. Make a mark (MARK B) on the edge of the paper where it meets the MATCH LINE. (Figure 5)

STEP 6 - Remove the paper and connect MARK A and MARK B with a line from MARK A to the destination or destination point (POINT B).

STEP 7 - Where your plot line crosses the MATCH LINE make a MARK C. Extend a line straight from MARK C to the edge of the chart.

STEP 8 - Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Plot a line from MARK C to the destination. (Figure 6)

CONTROL TOWER FREQUENCIES ON WICHITA SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are listed here. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are omni-VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ADR and/or PAR indicate Radar Instrument Approach available.

Local Primary (LP) and Local Secondary (LS) indicate other than 24 hour operation.

CONTROL TOWER	OPERATES	TOWER	GND. CON	ATIS	AIRPARK
ARKALON CNTY	07-00 (0700-0000)	126.0 237.0			
BOB HOOPER/AL MUNI	0500-0100	119.3 257.65	121.7		
BUTLER CNTY	0600-0400	118.3 257.8	121.9 255.4		
CHANUTE/OCTAVE CHANUTE	0600-0400	118.3 257.8	121.9	120.65	
HARDING, AAF	0800-0100 (ACH TAC) (0800-2400 LOC)	126.2 348.65	126.2 229.4	127.025	AUBURN
MC CONNEL AFB	CONTINUOUS	127.25 251.0 (S)	119.1 313.8	126.65 389.7	
MCPHERSON CO	0600-0400	122.8	122.8	123.0	
MULVANE/ BEAM FLD	0600-0400	122.8	122.8	123.0	
VANCE AFB	0700-0000 (ADR-RB 1200-0000 LOC RP ATC)	134.05 229.1	121.675 289.4	113.4 343.15	
WICHITA DWIGHT D EISENHOWER NTL	CONTINUOUS	118.2 337.8	121.9 348.6	135.15	

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
WICHITA CLASS C	124.35 (315°-059° (R-2603 AND ABOVE) 125.4 (060°-314° (R-2603 AND ABOVE)	
HARDING, AAF	127.25 (ENTIRE AIRSPACE) 127.25 (ENTIRE AIRSPACE) CITY OR	0800-0100 (ACH TAC) 0800-2400 (LOC)
VANCE AFB	123.8 (ENTIRE AIRSPACE) 127.25 (ENTIRE AIRSPACE) 134.05 (ENTIRE AIRSPACE) 134.65 (ENTIRE AIRSPACE) 135.65 (ENTIRE AIRSPACE) 229.1 (ENTIRE AIRSPACE) 270.65 (ENTIRE AIRSPACE) 273.4 (ENTIRE AIRSPACE) 289.4 (ENTIRE AIRSPACE) 343.15 (ENTIRE AIRSPACE) 348.6 (ENTIRE AIRSPACE) 389.7 (ENTIRE AIRSPACE) 118.2 (ENTIRE AIRSPACE) 121.675 (ENTIRE AIRSPACE) 126.05 (ENTIRE AIRSPACE) 126.2 (ENTIRE AIRSPACE) 257.8 (ENTIRE AIRSPACE) 313.8 (ENTIRE AIRSPACE) 337.8 (ENTIRE AIRSPACE) 348.6 (ENTIRE AIRSPACE) 389.7 (ENTIRE AIRSPACE)	0700-0000 (ADR-RB 1200-0000 LOC RP ATC)

SPECIAL USE AIRSPACE ON WICHITA SECTIONAL CHART

Unless otherwise noted altitudes are MSL. Altitudes are AGL when "AGL" or above is noted. "To" and including." H-24 hours. Frequencies are for ground communications. Contact Flight Service for information.

* Other times may be NOTAMed. Consult NOTAMs for latest information. Area indicates that part of the NOTAM system. Use of this term is not limited to areas depicted on the VFR/IFR chart.

U.S. PROHIBITED, RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY	FREQUENCIES
R-2402	SFC-FL180	BY NOTAM (24 HRS IN ADVANCE)	DENVER CNTR	
R-2601 A	SFC-FL180	0900-1700 ACTIVATED BY NOTAM (24 HRS IN ADVANCE)	KANSAS CITY CNTR	134.7 353.2
R-2601 B	SFC-FL180	CONTINUOUS	KANSAS CITY CNTR	134.7 353.2
R-2602 A	100-10,000	BY NOTAM (24 HRS IN ADVANCE)	HOX ACFT	
R-2602 B	100-10,000	CONTINUOUS	HOX ACFT	
R-2603	SFC-FL180	BY NOTAM (24 HRS IN ADVANCE)	MCCONNELL AFB (RSN/WICHITA MIL	134.65 389.65

* Other times do not extend into Class B, C, D or E airspace, or Class E airport surface areas.

MOA NAME	ALTITUDE*	TIME OF USE: CONTACT FACILITY	CONTROLLING AGENCY: FREQUENCIES
HIGH PLAINS MOA	10000 MSL TO FL600	0730-2359 LOCAL (MON-FRI) 0730-1400 LOCAL (SAT) OTHER TIMES BY NOTAM (24 HRS IN ADVANCE)	KANSAS CITY CNTR 134.7 353.2
BISON MOA	10000 AGL TO FL600	0730-2359 LOCAL (MON-FRI) 0730-1400 LOCAL (SAT) OTHER TIMES BY NOTAM (24 HRS IN ADVANCE)	KANSAS CITY CNTR 134.7 353.2
COUGAR HIGH	13000 MSL TO FL600	0700-2200 LOCAL (MON-FRI) OTHER TIMES BY NOTAM (24 HRS IN ADVANCE)	DENVER CNTR
COUGAR LOW	400 AGL TO BUT NOT INCLUDING 13000 MSL	0700-2200 LOCAL (MON-FRI) OTHER TIMES BY NOTAM (24 HRS IN ADVANCE)	DENVER CNTR
DODGE	10000 MSL TO FL600	0730-2359 LOCAL (MON-FRI) 0730-1400 LOCAL (SAT) OTHER TIMES BY NOTAM (24 HRS IN ADVANCE)	KANSAS CITY CNTR 134.4 353.4
DRIFTER	10000 MSL TO FL600	0730-2359 LOCAL (MON-FRI) 0730-1400 LOCAL (SAT) OTHER TIMES BY NOTAM (24 HRS IN ADVANCE)	KANSAS CITY CNTR 134.4 353.4
FLINT HILLS	400 AGL TO BUT NOT INCLUDING 10000 MSL	0730-2359 LOCAL (MON-FRI) 0730-1400 LOCAL (SAT) OTHER TIMES BY NOTAM (24 HRS IN ADVANCE)	KANSAS CITY CNTR 134.7 353.2
HIGH PLAINS	10000 MSL TO FL600	0730-2359 LOCAL (MON-FRI) 0730-1400 LOCAL (SAT) OTHER TIMES BY NOTAM (24 HRS IN ADVANCE)	KANSAS CITY CNTR 134.7 353.2
MEDICINE LODGE	13000 MSL TO FL600	0700-2200 LOCAL (MON-FRI) OTHER TIMES BY NOTAM (24 HRS IN ADVANCE)	ALBUQUERQUE CNTR 119.4 381.7
MT DORA EAST HIGH AND LOW	13000 MSL TO FL600	0700-2200 LOCAL (MON-FRI) OTHER TIMES BY NOTAM (24 HRS IN ADVANCE)	ALBUQUERQUE CNTR 127.85 380.45 (ATC ASSIGNED ONLY) 344.55 (PILOT USE)
MT DORA WEST HIGH AND LOW	13000 MSL TO BUT NOT INCLUDING 18000 MSL	0700-2200 LOCAL (MON-FRI) OTHER TIMES BY NOTAM (24 HRS IN ADVANCE)	ALBUQUERQUE CNTR 127.85 380.45 (ATC ASSIGNED ONLY) 344.55 (PILOT USE)
PINON CANYON	100 AGL TO 13000 MSL	0700-2200 MON-SAT (24 HRS IN ADVANCE)	KANSAS CITY CNTR 126.375 379.15
RED HILLS	1000 AGL TO BUT NOT INCLUDING 10000 MSL	0730-2359 LOCAL (MON-FRI) 0730-1400 LOCAL (SAT) OTHER TIMES BY NOTAM (24 HRS IN ADVANCE)	KANSAS CITY CNTR 127.25 389.4
SHOAT	400 AGL TO BUT NOT INCLUDING 10000 MSL	0800-1700 MON-SAT (24 HRS IN ADVANCE)	KANSAS CITY CNTR 134.7 353.2
SMOKY HILL	400 AGL TO BUT NOT INCLUDING 10000 MSL	0730-2359 LOCAL (MON-FRI) 0730-1400 LOCAL (SAT) OTHER TIMES BY NOTAM (24 HRS IN ADVANCE)	KANSAS CITY CNTR 134.7 353.2
TWISTER	10000 MSL TO FL600	0730-2359 LOCAL (MON-FRI) 0730-1400 LOCAL (SAT) OTHER TIMES BY NOTAM (24 HRS IN ADVANCE)	KANSAS CITY CNTR 134.7 353.2
TWO BUTTES HIGH AND LOW	13000 MSL TO BUT NOT INCLUDING 18000 MSL	0700-2200 LOCAL (MON-FRI) OTHER TIMES BY NOTAM (24 HRS IN ADVANCE)	DENVER CNTR 126.9 379.95
VANCE 1A, 1C, 1D, 1H, 1S, 2H, 2S	7000 MSL TO BUT NOT INCLUDING 18000 MSL	0730-2359 LOCAL (MON-FRI) 0730-1400 LOCAL (SAT) OTHER TIMES BY NOTAM (24 HRS IN ADVANCE)	KANSAS CITY CNTR 127.8 317.1

* Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in subscript or on chart.
** Other than by NOTAM.

CONTOUR INTERVAL 500 feet

HIGHEST TERRAIN elevation is 8720 feet
Located at 36° 42'N - 103° 57'W

Spot elevation 4324
Approximate elevation ..... + 9200

CONVERSION OF ELEVATIONS

FEET (Thousands): 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18
METERS (Thousands): 0 1 2 3 4 5 6 7 8 9

CAUTION: Severe turbulence may occur near rugged terrain. See AIM

CAUTION: This chart is primarily designed for VFR navigational purposes and does not indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

MILITARY TRAINING ROUTES (MTR)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only those SR routes below 10,000 feet MSL and/or 250 knots or more are designated (see inserts - route widths and altitudes are not shown).

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example ▲ POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate at altitudes from the surface including obstacles and linear features such as high-voltage powerlines, aerial towers, antennas, cables, pipelines ..... and railroads
Check NOTAMs and see AIM for details.

REPORTING CHART ERRORS

You are requested to inform the Chart Editor of any errors that come to your attention while using this chart. Any frequently asked questions (FAQs) on our website at https://faa.gov/go/ase/ prior to contacting us via toll free number at 1-800-626-7868 (Monday-Friday 0800-1700 EST). Alternatively, you may write, dated e-mail to FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

FOR PROCUREMENT

For digital products, visit https://www.faa.gov/air_traffic/publications/digital_products/ For a list of approved Fuel Print Providers, visit our website at: http://www.faa.gov/air_traffic/flight_info/aeronav/prin_providers/

PUBLICATION

THIS CHART CONTAINS MAGNANT DEVIATION FIGURES (MAR).
The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. This is the highest information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 10,500 feet **105**

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies 121.5 or UHF 243.0. It is inconsistent upon all aircraft to have communications equipment and not maintain a listening watch. The number AA 5.5 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will be required to comply with standard procedures. Aircraft are to hold a radio frequency of on UHF guard 121.5 or UHF 243.0 and follow the intercepted radio ICAO signals. Be advised that non-compliance may result in the use of force.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management, or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator; 2) at officially designated landing sites; or 3) an approved official business of the Federal Government, State, or local governments conducted by or contracted for by these agencies.

Violators may be subject to a civil penalty not to exceed $5,000 (16 U.S.C. 3, 16 U.S.C. 551, 43 CFR 9212.0-3). Charted areas include National Parks, Game Ranges, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness Areas and Primitive Areas administered by the Agencies. FAA Advisory Circular 91-36D, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines recommended flight procedures for pilots flying near these areas. Pilots are requested to comply with the intent of these regulations and to maintain the highest practicable altitude when flying over these areas.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1000 feet above the terrain and certain special use airspace areas.

For weather currency information visit https://wxsherlock.faa.gov

Joins Albuquerque

Joins Dallas-Ft Worth

Joins Omaha

Joins Denver

Joins Dallas-Ft Worth

WICHITA

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